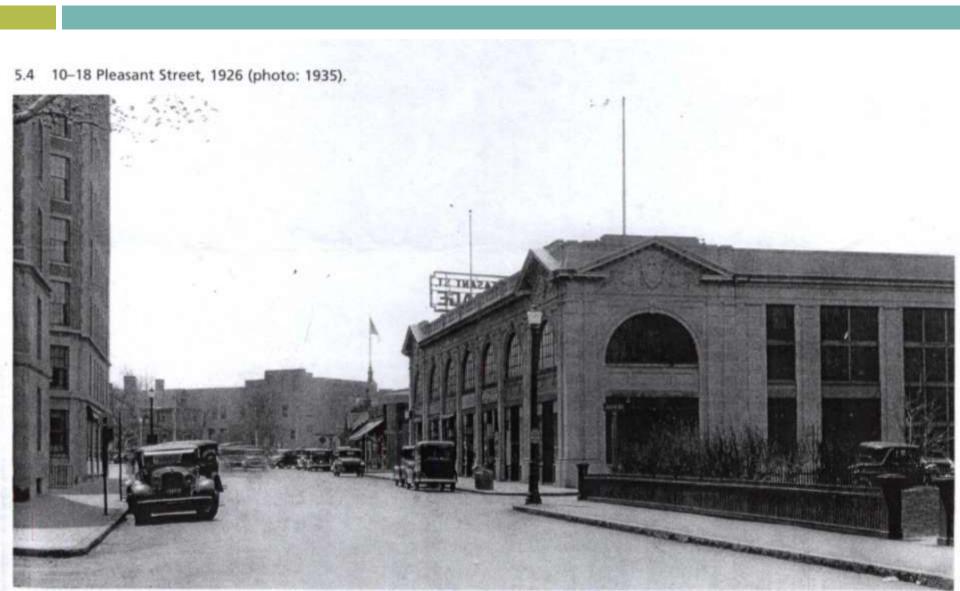
DURGIN & WALDO GARAGES

Durgin Garage Historical Value

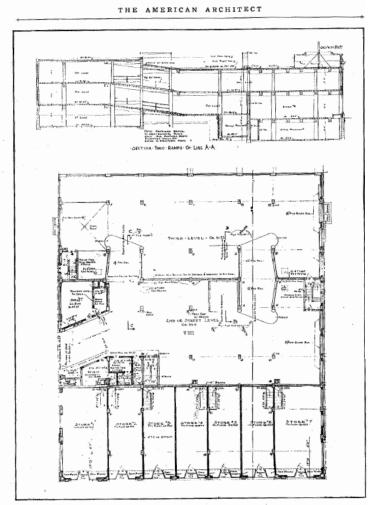
Durgin Garage Today



Durgin Garage



Durgin Garage



THE DURGIN GARAGE, BROOKLINE, MASS. HAROLD FIELD KELLOGG, ARCHITECT

THE DURGIN GARAGE, BROOKLINE, MASS.

HAROLD FIELD KELLOGG, Architect

So rapid has been the development and general acceptance of automotive transportation for both pleasure and business purposes, that cities have failed to keep abreast of the transportation problem. This problem has been most acutely evidenced in the matter of parking space. It has been stated that there are ten cars for every curb parking space and this estimate is probably conservative. Occasionally the situation has been partially relieved by the use of open spaces as parking courts. In congested areas this is a most uneconomical use of valuable property and the number of cars that can be accommodated is limited.

The logical solution of this portion of the traffic problem has been the multistory garage. The modern garage, principally used for parking purposes, has introduced new problems in building design. There is no precedent for garage design, nor an accepted opinion as to how a building to house automobiles should appear. Designers have been given the care opportunity of starting with a clean slate and an unusual chance to create a new type. Garage income is derived from the renting space for automobiles, servicing cars, and selling accessories. The planning of the garage is, therefore, a problem of conveniently locating these three de-

partments; the securing of maximum parking space for a building of predetermined size; and of planning traffic circulation for the handling of cars.

The Durgin Garage is typical of present day tendencies in the design of this type of building. The garage portion consists of five one-half story levels connected with ramps. The garage capacity is 225 cars. Seven stores are also provided. The cost was approximately 31 cents per cubic foot. The exterior of the building is of cast stone and buff brick. Steel sash were used for the garage windows. The store fronts are of metal. The entire building is protected by means of a sprinkler system. Unit heaters are used in the garage and warm air in the stores. The concrete floors in the garage were treated with a dustproof hardener.

"There is no precedent for garage design, nor an accepted opinion as to how a building to house automobiles should appear."

- Harold Field Kellogg, Architect

Durgin Garage in News

PRUBBINS, JUNE 28, 2015

THE BOSTON GLOSE

Business





Brookline residents puzzled as prime storefronts languish

Lawyer says he's helping ill-prepared owners launch a turnaround

Redwiller's Messive

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"Why is this allowed to look so bad?"

- Jean Stringham





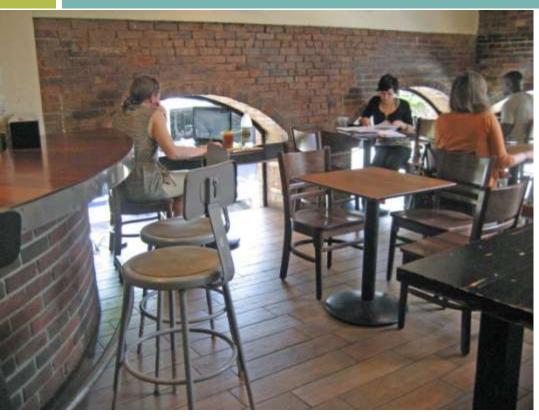


The Garage Cambridge





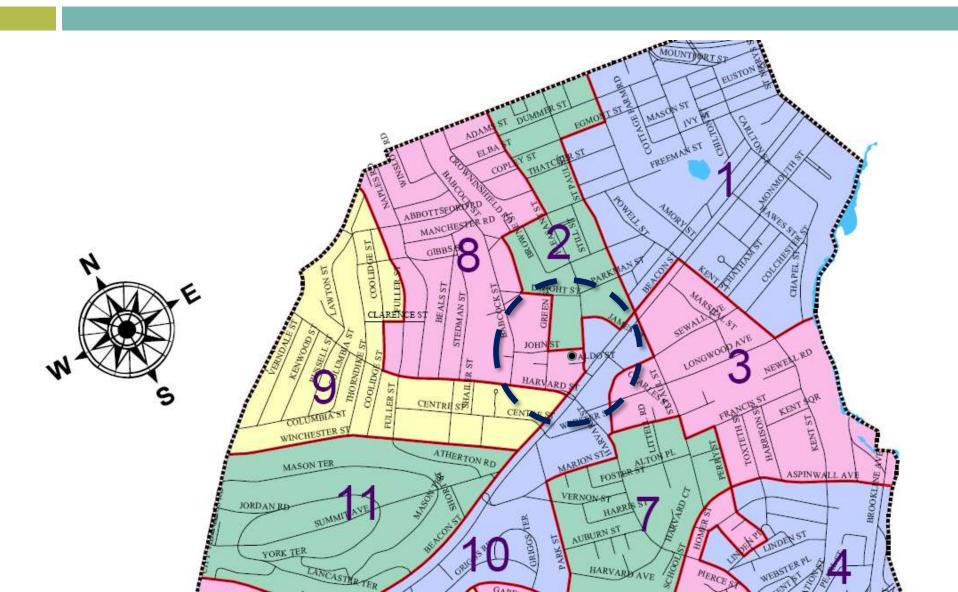
The Garage Cambridge







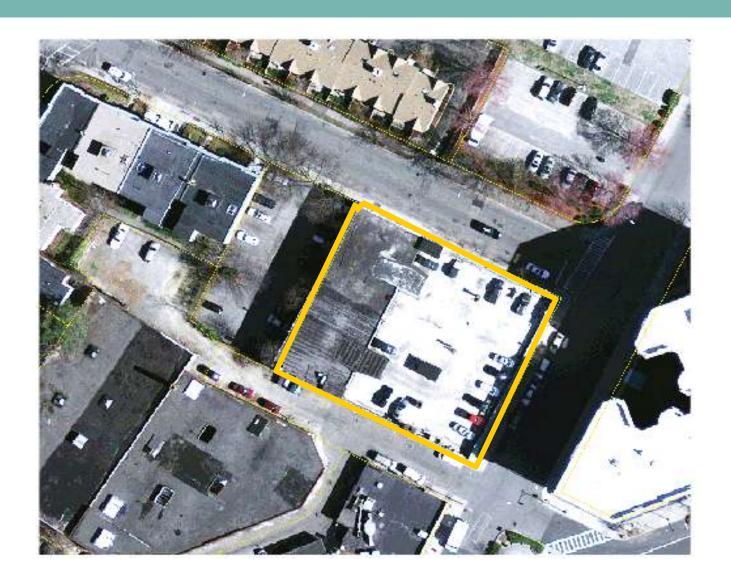
Durgin Garage, Corner of Precincts



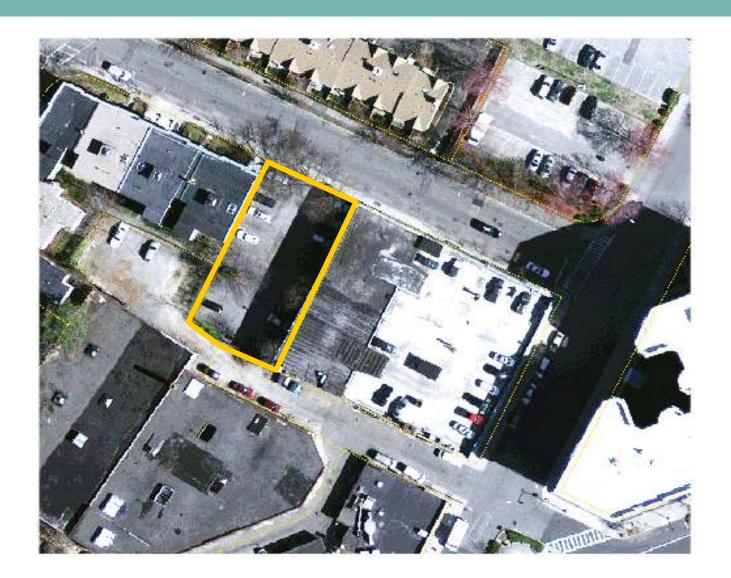


Durgin Garage

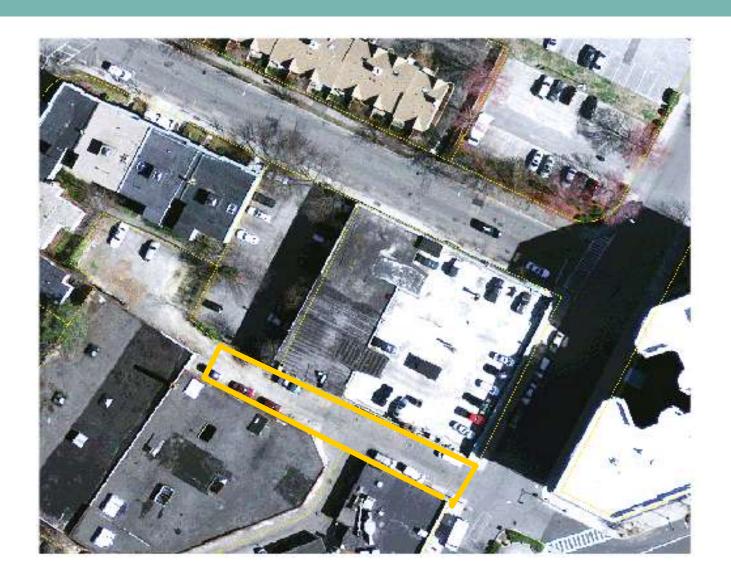
Goldstein/ Vinograd Family



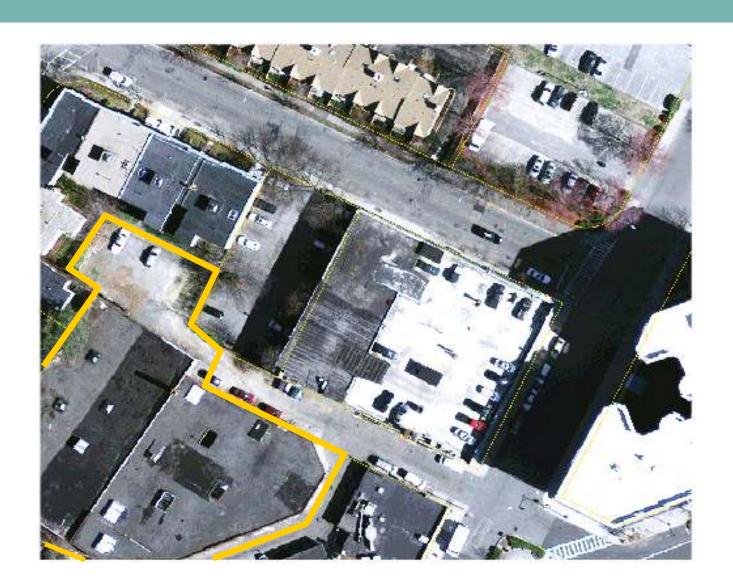
Chestnut Hill Realty Parking



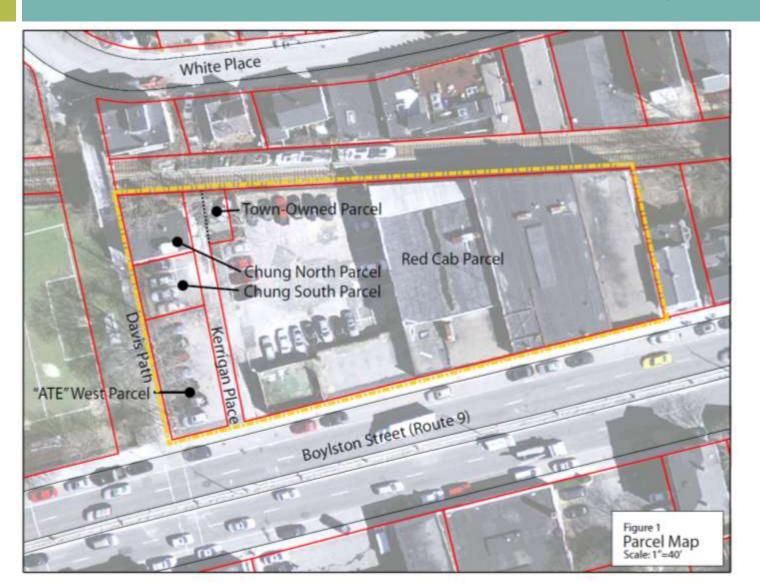
Waldo Street Private Right of Way



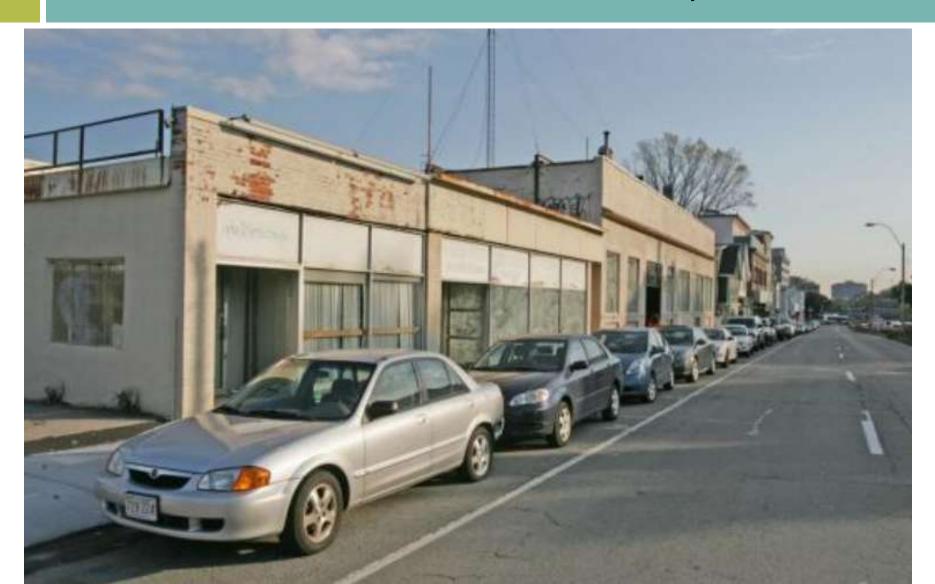
Waldo Street Garage – Chestnut Hill Realty



Davis Path Committee









Davis Path Special District Committee

- Dick Benka Board of Selectmen Attorney Chair
- Charles Baker Advisory Committee Attorney
- John Bassett Community Representative Builder
- David England Community Representative Preservationist
- Steve Heikin Planning Board Architect
- Angela Hyatt Community Representative Architect
- Ken Lewis Economic Development Advisory Board Commercial Developer
- Sergio Modigliani Community Representative Architect
- Charles Osborne Community Representative Architect
- Linda Pehlke Community Representative Planner
- Dan Saltzman Community Representative Attorney
- Paul Saner Zoning By-Law Committee Finance
- □ Bill Schwartz Transportation Board Transportation Planner
- Pam McKinney, MAI, CRE (Appraisal Institute & Society of Real Estate Counselors)

Davis Path Committee Work









Permitted Building



Permitted Building



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2011 – Waldo St./garage

- Snow cleanup at end of Waldo St. (Chestnut Hill Realty)
- Abandoned
 van along
 Waldo Street
 private R/W
 (Vinograd)
- Rodent controls for Waldo Garage







Waldo Garage





Ideas for Future



"TAXI PLACE" @ COOLIDGE CORNER •

PEDESTRIAN-ORIENTED MIXED-USE AT WALDO STREET FORMER TAXI GARAGE
 A PROPOSAL FOR COOLIDGE CORNER
 BROOKLINE, MA
 JUNE 11
 2007



James Carr, AIA, architecture & design LEED 2.0 Accredited Professional 115 Longwood Ave. #3 Brookline, Ma 02446 617.738.7617 icarr@alum.mit.edu

Ideas for Future







Items to be Improved – Durgin Garage

- Empty retail storefronts along Pleasant Street have cracked plate glass windows, brown paper continues to seep moisture
- New graffiti on windows of Pleasant Street
- New graffiti still on John Street façade, too





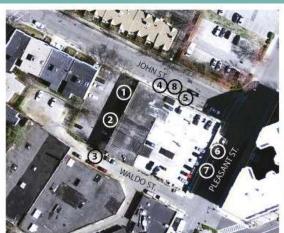






2009/2010 - Durgin Garage

- Broken and painted small plate glass replaced
- Overgrown vegetation along John Street between sidewalk and building removed
- The number of for rent signs were reduced
- New door on John St.
- Some graffiti removed
- Brown paper was replaced multiple times
- Smells of paint fumes along John St. reported, improved following Health Dept. visits

















Moving Forward: Graffiti



List of Who to Call: Enforcement

Suspicious Behavior or Graffiti – 617-730-2222 (main Police number)

Trash- 617-879-4900 (Highway and Sanitation)

Rodents in or around the building – 617-730-2306 (Environmental Health, Public Health)

Fire Safety Concerns – 617-730-2270 (Fire Prevention Services)

Paint Fumes (i.e., Auto Body Shop) – 617-730-2306 (Environmental Health, Public Health)

Excessively Overgrown Vegetation – 617-730-2100 (Building Department)

(especially any affecting the public sidewalk, or noticeably affecting the structural integrity of the building)

Further Deterioration of the Building – 617-730-2100 (Building Department)

(especially deterioration of occupied spaces or items that could affect the structural integrity of the building)